

AMONG THE MASTS AND

SIERRA PREPARED CRUISER IDZUMO COTTON IS KING TO SHOW COLORS IF ASKED BELIEVED SEEN BY MATHER ON BOARD CITY OF NAPLES

"Masters of American merchant vessels will be spared much inconvenience and possible delay if they will promptly display colors and registry number when a war vessel is sighted," was the gist of instructions given Capt. H. C. Houdelette and his officers in the Oceanic liner Sierra before its departure from the Golden Gate for the Hawaiian Islands with less than 50 cabin passengers.

That the United States government anticipates the stoppage and search of merchantmen flying the American flag during the war period is evidenced by the notice, marked "important," which appears in large type on all pilot charts and nautical publications for the month of December.

The documents are issued by the hydrographic office of the United States navy department and skippers are reminded of the conditions now prevailing in the Pacific by a series of ample notifications.

The Oceanic boat is reported to have met with no interruption in the voyage to Honolulu. For four days the vessel steamed through sea lanes in a millpond. There was little wind to retard the progress of the liner, which arrived off quarantine before daylight.

Among 40 cabin passengers were a delegation of baseball players from a Pacific coast organization who will remain for some weeks in the islands. A small number of tourists was included in the list of travelers.

Twenty-six steerage passengers arrived in the Sierra. Pursuer A. G. Conquest reports 2763 tons of general cargo, which includes much freight for local importers for the holiday trade. Reaching the port this morning were 246 sacks of mainland mail.

Several hundred spectators gathered at Pier 10 to witness the arrival of the vessel.

STRATHBLANE IS A VICTIM OF MANY MISFORTUNES

Many were the misfortunes that beset the British freighter Strathblane, as arrival at Honolulu today with 4821 tons of Australian coal, placed on board that vessel of Newcastle, N. S. W., during the latter part of last June.

With fuel for the Inter-Island Steam Navigation Company, the Strathblane was despatched from the Australian port on July 20. Four days out from Newcastle, Capt. C. P. Lenton was told that the machinery was in crippled condition. The vessel went back to Newcastle, where a corps of mechanics attempted to place the ship in seaworthy condition; but it was found that the vessel must proceed to Sydney, about 100 miles distant. The Strathblane remained there for many weeks, the work of rebuilding the engines being completed to permit the vessel to again steam for Honolulu on October 9.

When several hundred miles off the Fiji Islands Capt. Lenton decided to call at Suva for additional repairs. He reported that he was obliged to remain there for four days. The remainder of the trip from Fiji to Honolulu is said to have been made without incident. Following the discharge of the coal the vessel may be sent to the Pacific coast to load a return cargo of lumber.

MAILS

Mails are due from the following points as follows: San Francisco—Lurline, Nov. 17. Yokohama—China, Nov. 17. Australia—Sonoma, Dec. 4. Mails will depart for the following points as follows: San Francisco—China, Nov. 17. Yokohama—Korea, Nov. 20.

The Japanese cruiser Idzumo, accompanied by a smaller British war vessel, was within 60 miles of the Hawaiian Islands but a few days ago, according to the belief expressed by Captain R. H. Mather, master of the schooner Fred J. Wood, that this morning was towed into the harbor to be discharged of 820,000 feet of lumber consigned to the City Mill Company.

That the larger fighting craft sighted by Captain Mather was the Idzumo was quite positive. The second vessel in his opinion appeared much like one of the small British gunboats or auxiliary cruisers that sometimes visit North Pacific waters.

Five days ago, after the schooner Wood had ridden out a hard storm, the smoke from the war vessels was sighted. The Japanese cruiser came within a short distance of the lumber schooner, the officers keeping the Fred J. Wood under close observation for an hour. The merchant ship was permitted to proceed upon its course, no attempt being made to exchange signals. The fighting ship later took a southerly direction.

The Fred J. Wood sailed from Port Townsend on October 9. For several weeks the vessel met with strong gales and tempestuous seas. Despite the disagreeable weather the vessel received no damage and lost none of its large cargo in spite of the volume of water that swept the deck.

Captain Mather last visited Honolulu as master of the H-147 S. C. Allen that went ashore off Waikiki beach, portions of which yet remain there to mark the location of the disaster.

Rough Trip for Schooner Hind. Not only did the schooner Robert R. Hind, laden with 760,000 feet of lumber for Honolulu fall in with heavy seas, but a strong gale served to greatly delay the passage from Port Townsend, which was completed yesterday following 41 days at sea. When within 500 miles of the Hawaiian Islands, Capt. J. Wikander sighted three Japanese vessels believed to be the battleship Hizen, cruiser Asama and a collier, the fleet being headed in a southeasterly direction and apparently steaming at about 12 knots. The Robert R. Hind was detained outside the harbor for fumigation and brought to a berth at a territorial wharf today. While roughly handled by the elements, the vessel met with no damage. The cargo was brought to the port intact.

Kentuckian May Take New Crop Sugar. The first of the new crop of Hawaiian sugar destined for the east coast of the United States may be supplied the American-Hawaiian freighter Kentuckian, an arrival from New York by the way of Panama, San Francisco and Seattle yesterday. The big merchantman is at Pier 19 where about 8000 tons of cargo will be discharged. The Kentuckian brought a quantity of livestock including hogs and blooded cattle for local importers. According to Capt. De Lano the vessel met with fine weather and sighted no steam or sailing craft on the voyage. Two stowaways were landed at the port.

Bark Rithet Sailed With Passengers. The bark R. P. Rithet will sail from San Francisco with eight passengers in addition to a large cargo of general merchandise for the islands, according to the report brought to Honolulu today with the return of the Oceanic liner Sierra. The Rithet was expected to depart from the Golden Gate within a few days under command of Capt. Jackson. The bark now represents the only windjammer carrying passengers between the Pacific coast and the Hawaiian Islands.

Presumably due to bad weather the Matson Navigation steamer Lurline from San Francisco with 18 cabin passengers and about 4000 tons of general cargo will be delayed in making this port. A late wireless message states that the vessel will arrive at quarantine tomorrow afternoon. The Lurline will be berthed at Pier 19.

Filled to capacity with cotton, representing one of the heaviest shipments to depart from Galveston, Texas, the big British freighter City of Naples, en route to Japan and China, was reported off the port early this afternoon, the vessel to call at Honolulu for about 500 tons of bunker coal.

The City of Naples is the second cargo carrier proceeding by the way of Panama canal to visit the islands to replenish its stock of fuel. The Inter-Island Steam Navigation Company will act as agents for the vessel that is bearing about 17,000 bales of cotton, valued at \$690,770. The shipment will be distributed at Kebe and Yokohama. The steamship also carries 1000 tons of pig iron, supplied at Pensacola, Florida.

It is the intention to furnish the vessel the required amount of fuel with a view of its despatch for the Orient late this evening or at an early hour tomorrow morning.

The British steamer Indradeo, with 7000 tons of Oriental cargo on board bound for New York and Boston, remained at the port from Saturday afternoon until early Sunday morning during which time 450 tons of coal was placed on board. The Indradeo called at the Philippines where about 4000 tons of raw sugar was shipped for east coast refineres. The Indradeo, commanded by Captain L. R. Evans, carried a crew of Chinese. The vessel was coaled from Pier 6.

PASSENGERS ARRIVED.

Per str. Kinau, from Kauai and way ports, November 15.—Rev. J. A. Akina, Mrs. J. A. Akina, W. Kelly, W. Lane, W. A. Wright, C. Hill, M. Arima, Mrs. J. Bush, J. Souba, Mrs. L. Kekoa, Fajars, Mrs. Hanaye, F. T. Schmidt, Goo Fook San, Hee Fat, C. F. Drake, Chung Lan Sang, Mrs. Anderson, Dr. E. C. Waterhouse, Dr. Glaisyer, Mrs. Glaisyer, J. Boyce, R. J. Caddington, Miss E. Hofgaard, Mr. de Lucy.

Per str. Likelike, from Maui and Mokolai, November 15.—Mr. and Mrs. W. A. Dickson and infant, Miss Oskia, Wm. Kakuakini and child, H. D. Bowen, Paia Naki, H. M. Whitney, J. W. Harvey, Mr. and Mrs. McCorriston, Miss G. McCorriston, J. Munro and seven deck.

Per str. Claudine, from Maui, November 15.—M. Jardine, Mrs. M. Jardine, Mrs. Pili Joseph, Miss S. Noda, Miss Noya, Look Fong, Tan See, C. H. Dye, F. O. Boyer, S. A. Baldwin, J. D. Dougherty, C. J. Schoening.

PASSENGERS BOOKED

Per str. Claudine for Maui ports November 15.—G. A. Fallister, W. E. Shaw, D. L. Austin, F. A. Gorman, Mr. and Mrs. H. T. Barclay.

Per str. Mikahala for Maui, Mokolai and Lanai ports, November 17.—Miss Correa, Mrs. Correa and infant.

Per str. Mauna Loa for Kona and Kau ports November 17.—Mr. and Mrs. J. A. Maguire, C. H. Olson.

Per str. Mauna Kea for Hilo and way ports November 18.—Mrs. H. F. Bertelmann, John Hind, C. Hedemann, J. B. Blackshear, Miss J. Jones, Mr. and Mrs. W. K. Buchanan, Miss Buchanan and maid.

Per str. W. G. Hall for Kauai ports November 19.—Mrs. B. O. Howland.

Per str. Mauna Kea for Hilo and way ports November 21.—Mrs. H. V. Fatten, Miss Patten.

Per O. S. S. Sierra for San Francisco November 21.—Misses Mulligan, A. Carvell, J. H. Bolser, Mr. and Mrs. T. W. Owen and infant, R. L. Hart, Mrs. Alice Freitas, Miss Marguerite Freitas, Mr. and Mrs. William Mutch, Miss Mutch, Miss Viola Mutch, Miss L. Mutch, William Mutch, Jr., Horace Waymont, Orson Beur, Ernest Eyre, Mr. Creighton, Mr. Eary, Miss G. Goldini, Miss Vivian Goldini Mr. and Mrs. S. Goldini, R. Carpos, P. Carpos, Mr. and Mrs. J. Eary, Mr. and Mrs. J. Saleno.

SCORES SUFFER WITH BERIBERI ON KIYO MARU

Beriberi is a scourge that stalks the decks of the Japanese liner Kiyomaru today riding at anchor off Honolulu harbor, while the great increase in the number of cases among the 350 Asiatic passengers is a matter of grave concern to the officers of the unfortunate steamer which since September 5 has been detained in Hawaiian waters pending an opportunity to proceed to Mexico, Central and South America.

Asiatic firemen openly revolting at the prospect of steaming for the west coast of South America are declared to have caused Captain Hashimoto to lose all time in returning to Honolulu, the Kiyomaru reaching the port yesterday morning.

While beriberi is declared by the federal authorities not a quarantinable disease, it is stated that more than 100 steerage passengers who left Japan and China in this vessel several months ago are sorely afflicted with the malady.

Thus far no deaths have been reported. One crazed fireman who ran amuck some weeks ago is detained here at the instance of the federal authorities. The Kiyomaru will return to Hilo today, it being the present intention to transfer all its cargo and passengers to the steamer Selyo Maru also destined for Mexico and South American ports.

The Kiyomaru will be sent back to the Japanese coast, while the Selyo Maru is to be despatched for the regular ports of destination, taking the combined passengers and freight.

HARBOR NOTES

With lumber for Puget sound ports destined for Manila the schooner Mary E. Foster came within range of the Diamond Head observatory yesterday to report its position and all well on board.

The Inter-Island steamer Kinau, from Kauai ports, returned with a cargo yesterday morning including a quantity of empties, 2 drums of molasses, 15 cases of wax, 68 bags of taro, 234 bags of rice, 98 packages of sundries. The vessel also brought much scrapiron.

BROADWALK SHOES FOR CHILDREN

The Manufacturers' Shoe Store has just received an extensive variety of styles of the famous Broadwalk shoes for children.—Adv.

China Due Tomorrow Morning

The Pacific Mail liner China will arrive at the port at an early hour tomorrow morning, is the latest prediction by wireless received at the agency of H. Hackfield & Company. The vessel will bring several hundred tons of cargo from China and Japan ports. While here the vessel will be supplied with 450 tons of coal. It is the intention to despatch the China for San Francisco about 5 o'clock in the evening. The vessel will take about a score of cabin passengers and will be supplied with a large accumulation of mail.

HARD CASE OF BRIGHT'S DISEASE

"It is as impossible for him to recover as it is to empty the ocean." These were the doctor's words to the partner of Andrew C. Larsen, Salt Lake City, Utah.

Larsen was down with Bright's disease; was water logged, having been tapped twice, and the doctor advised his partner to fix up his affairs. This was in 1904.

The treatment was changed to Fulton's Renal Compound, and in March, 1906, patient was back to business, to the surprise of his physician and everyone else.

As to permanence, a letter from Larsen dated February, 1911, six years later, said: "I am in perfect health; haven't had a sick day for several years."

The ability of Fulton's Renal Compound to oppose Renal degeneration and reduce albumen in many cases of Bright's Disease is not a matter of opinion but a FACT IN PHYSICS, and we will mail formula for albumen test that will show the percentage from week to week. As the albumen declines improvement commonly follows, recoveries having been reported in thousands of cases. Formula and literature mailed on request. John J. Fulton Co., San Francisco.—Advertisement.

CHINESE BOY TO VISIT HOME OF FORBEARS

En route to the village of his ancestors to visit his aged mother, whom he has not seen for many years, Harry Dai, a young Honolulu-born Chinese, expects to leave for Hongkong, China, on the steamer Korea, Friday. Harry received his education at Oahu College, and said this morning that he probably will spend eight months in his native land when he has never had occasion to visit.

"I don't know just where this village of my ancestors is," he explained, "but it is back in the hills of China, somewhere. However, my mother has written that she will meet me at Hongkong, so I am not worrying on that point."

As far as he knows, all Harry's relatives, with the exception of his mother, reside in Honolulu. Harry says that his visit to the Orient is merely in the form of a vacation, and that he will return to Honolulu as soon as he has seen something of China. It is the village of his ancestors, as he picturesquely puts it, that he is most anxious to visit, but he says that he is branded deeply with the charms of Hawaii and that, despite traditions and family ties, he will prove a loyal member of the "Come Back" club.

Following the discharge of about 1000 tons of cargo the Matson Navigation steamer Matsushima returned to Honolulu from Hilo yesterday morning.

STORAGE HIGH IDEALS OF MID-PACIFIC MAGAZINE SOON TO BE REALIZED

The December number of the Mid-Pacific Magazine is out today and ends the eighth volume and fourth year of this publication.

It takes time for a magazine to "find itself." The Mid-Pacific Magazine now becomes a magazine of purpose, and the December number ends the policy of "feeling" for what the reader wishes. Beginning with the January, 1915, number the collection of articles secured around the Pacific by Alexander Hume Ford on his recent trip will begin to appear. There will be articles from premiers, governors, railway presidents and, in fact, from the great men of all Pacific lands, including Hawaii, and each and all of these articles will have a purpose.

The main purpose of the magazine from now on will be, with illustrations and articles from the thinkers of the Pacific, to educate the people of the world as well as the people of the Pacific as to the advantages and possibilities of the great ocean. Its objects from now on will be to publish authoritative articles (from men of power and weight—articles that will be copied by the press of the world, and in connection with this printed excerpts will be forwarded to the lead-

ing newspapers of the United States and other Pacific lands.

The Mid-Pacific Magazine with 1915 will enter into the field it intends, with the assistance of the great men of the Pacific, to occupy, and that is "the mouthpiece of promotion" for each of the Pacific lands, placing their advantages and attractions before the world and before each other, that the lands of the Pacific may know themselves, know each other, and work together to make themselves known as they should be to the outside world.

In every way the December number is equal to anything hitherto published as the "Mid-Pacific Magazine," but this number bids goodbye to the old policy and salutes the new.

LADY WITH WHIP PROVES GARBAGE DEPARTMENT TO BE HIGHLY EFFICIENT

In order to make the garbage people collect the rubbish that has been placed outside of a yard for nearly a week without being taken away for causes unknown, Mrs. Kamanoult of 612G Weaver Lane took a horse whip this morning and used it upon the employees of the garbage department.



You Can Now Have a Piano, And Partly At Our Expense

We have several Used Pianos—instruments that have been rented for varying terms—which we are desirous of moving off our floors in order that room be secured for new pianos to arrive soon.

These Used Pianos are in fine condition, both as to works and case. Unusual price concessions are made in order that you may help us quickly to sell them. The lot includes:

SINGER Piano in walnut case; has been used very little; special price \$190

Another SINGER piano, in oak case; in use only two months; special price \$210

WEGNER piano, in walnut case, supported instrument of splendid grade; has been carefully used; special price \$290

BOUDOIR piano, cottage size; in dull finish mahogany; in excellent tone and case condition; special price \$175

CHALLER & SONS piano in walnut case; somewhat older than the others, but in excellent tone; special price \$300

KROEGER, walnut case, beautiful tone \$190

There are a few others we'd like you to specially examine.

Sole Agents here for Wurlitzer Automatic Musical Instruments.

We will rent you a Piano by the month, or for special occasions.

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